

## UNCLE SAM'S NAVY.

Description of the Three Thousand-Ton Cruiser Atlanta.

DRESSED IN HER FIGHTING GARB.

A 46,700-Candle-Power Electric Light to Detect Enemies.

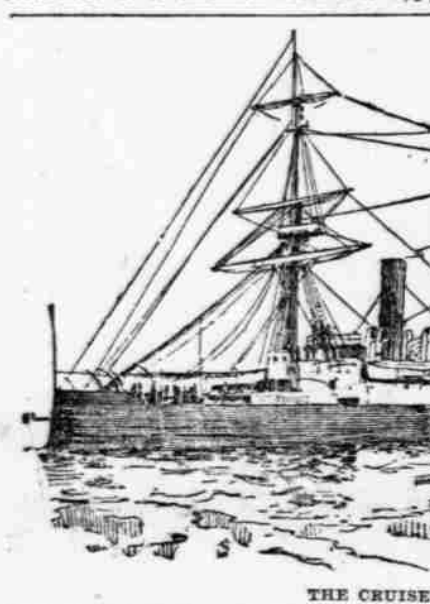
THE INTERIOR OF JACK TAR'S CASTLE.

(WRITTEN FOR THE DISPATCH.)

No city in the country does the new navy, which our Government is now building, depend to the same extent for material used in construction as on the city of Pittsburgh. Fully three-fourths of the steel incorporated into the hulls and machinery of these new vessels have been or are being furnished by mills in this city or its immediate vicinity, and in return, hundreds of thousands of dollars from the much talked of surplus in the National Treasury are finding their way into the pockets of our wage earners.

All this material is furnished under a rigid system of inspection, which insures the best steel that the mills can furnish, and the test of time will give evidence to all that the manufacturers of this city are in the van in the world's march of progress.

The first step toward the construction of a navy composed of modern ships of war was the passage of an act of Congress dated August 5, 1882, authorizing the construction of a 1,200-ton dispatch boat, two 3,000-ton partially protected cruisers, and one partially protected cruiser of 4,500 tons displacement. The contract for the building of these ships was let to the company controlled by the late John Roach, and the assignment which he has now made to the Navy Department. They are now all in commission, and compare favorably with ships of European nations, designed at about the same date, but inferior in point of speed, to those designed during the last four or five years. Like nearly all the ships now in course of construction for our navy, they are unarmored, but have a turtle-back steel deck of a thickness from 1 to 1½



THE CRUISER ATLANTA.

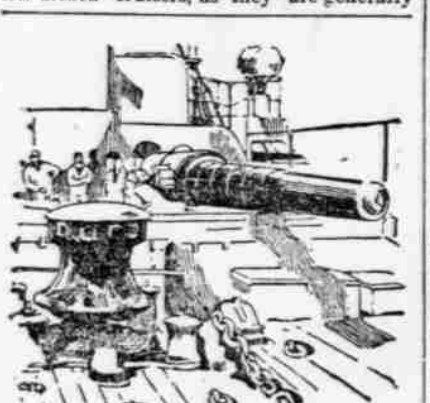
inches, meeting the sides of the ship slightly below the water line.

A NAVY IN EMBRYO.

Since the passage of the above-mentioned act, Congress has appropriated money for the building of 18 other vessels, ranging in size from the dynamite gunboat of 725 tons and the gunboat of 885 tons to the armored cruiser Maine of 6,648 tons displacement. Most of these ships are now in course of construction at the various shipyards in the country. The Maine is being built at the New York Navy Yard, and the Texas, an armored battle ship, at the Norfolk Navy Yard.

In addition to the new ships for which Congress has appropriated money, five double-turreted monitors, which have been in course of construction for many years, are being completed at the various shipyards. They will carry four heavy guns apiece, and will form a valuable addition to the defensive power of the navy.

A person who has visited one of these modern fighting machines for machines, they are from one end to the other, can form no idea of their complexity. A description of the Atlanta, one of the 3,000-ton Roach cruisers, as they are generally



A Big Gun.

called, as she lies at the wharf at the New York Navy Yard, with guns and crew on board, will be of interest to many readers. Viewed from the wharf, she presents little to the eye to indicate the complexity of her arrangements. A black hull pierced at intervals with square ports for admitting light and air to the quarters below, is surrounded by a superstructure covering the middle portion of the decks and the ends uncovered. The decks are snowy white, and all paint work shows evident signs of daily scrubbing. Sailors are clustered about the decks and superstructure, except on the after portion, which is the quarter deck, that holy of holies, so aptly described in Marryat's sea yarns. For a staff at the stern, there are a large ensign, the colors of which, with the dark blue of the men's uniforms, add greatly to the life of the picture before us.

A POWERFUL PERSUADER.

On the starboard side aft, and on the port side forward, outside the superstructure, is mounted a gun, enclosed in a light barbettes or uncovered turret, over the edge of which the muzzle of the gun projects. The first thing to strike one in the appearance of the gun is its great length, and the apparent lightness of the carriage on which it stands. The latter is a combination of a steel frame, gear for revolving the gun, and elevating or depressing the muzzle, and a hydraulic brake cylinder in which the shock of the recoil is gradually taken up. The carriage is revolved by means of an engine placed below the water line but the action of which is controlled at the gun. It has been

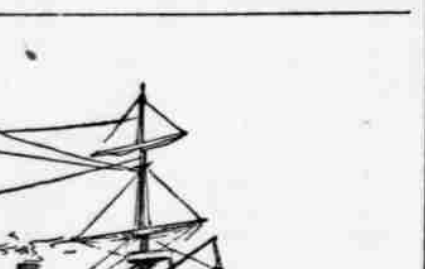
proposed to use electric motors for training guns, and it seems quite certain that in the near future much of the auxiliary machinery on board modern warships will be operated by the same means. This is all a change from the muzzle-loading guns of the past, which were of 125 pounds of powder, and a shell weighing 250 pounds. This seems to the unexperienced a large charge, but when compared with the 110-lb. gun on the English ship Beowolf, using 1,000 pounds of powder, and a projectile weighing 1,800 pounds to a charge, it dwindles into comparative insignificance.

Passing up on the superstructure deck, the visitor notices a number of machine and rapid-firing guns of small caliber mounted on the rail. These guns are intended to be used to give a plunging fire on the deck of an opposing vessel. On either side is mounted a powerful search light, which can be swept around the horizon through an angle of about 200 degrees. This, on which power of these lamps is 46,700, and the light is projected from them by the means of reflecting mirrors and lenses in a parallel beam of extraordinary intensity. During searchlight attacks made on the Atlanta at Newport, R. I., it was proven that boats could be sighted and held under fire, using these lamps at a distance of several miles. On the two occasions on which these attacks were made, all the boats were placed hors combat long before they reached positions menacing to the ship.

About the middle of this deck is the engine room hatch, under which, far down in the bowels of the ship, are the main engines, placed horizontally, so as to be entirely below the water-line. It is dimly lighted, but the eye catches the glint of polished valves and levers, which seem innumerable. Forward of the hatch is the charcoal stove, which corresponds to the pilot house in our river steamers. It is filled with appliances novel to the landsman. The compass occupies

THE POST OF HONOR,

and very different it is from the ordinary pocket compass with which we are most acquainted. This is a dial, on which is a brass case, on each side of which is a large iron ball, and below it a number of bar magnets to counteract the magnetic influence of the ship's iron. A stand of dials filled with charts gives the house its name. Barometers, ship's glasses, flags and signal



THE CRUISER ATLANTA.

pressing a button on an annunciator the engineer can tell at once which compartment is being flooded. An automatic alarm also gives him notice should a fire occur in any of the engine rooms. On each side of the engine room are huge pumps and large blowers for forcing air into the fire rooms. The latter are beautifully neat and trim, and a delicious sense of coolness strikes on entering. How different is their appearance when the ship is under steam! The fire rooms are closed air tight. Bravely men are working on the glowing furnaces, and the rushing air keeps up a constant rumbling accompaniment. Jolly Jack Tar, on the deck above, has been made a hard-worked man below is too essentially a modern and prosaic element to be regarded as other than a portion of the machinery with which his work is associated.

JACK TAR'S SLEEPING QUARTERS.

Forward of the engine room is the space where the men sleep in hammocks stretched on hooks from beam to beam. It is daytime, and the hammocks are lashed and neatly stowed away on the deck above. To one side is the sick bay and dispensary, where, at sick call each morning, the blue-coated and brass-buttoned surgeon prescribes for Jack's ills and ailments. Against the ship's sides are closets of wire netting in which the men keep their clothing, a locker two feet square by two feet being allotted to each man. Below are the storerooms where spare gear and provisions for the crew are stored.

Back on deck we go, and reach the wharf just as the band is playing "Hail Columbia." The starboard gun is slowly being lowered from the staff where it has proudly stood during the day. The sentries are all standing at parade rest, and officers and men in their dress uniforms are being honored by their countrymen come down.

May the good work inaugurated by Congress, of building up our navy, go bravely forward, and the day will come when the sides are pierced with narrow windows, through which he can scan the enemy's motions. Under his feet is a hatch, covered by a grating, and opening on the gun deck. It might be called the brain of the ship in time of action, as from it emanate the orders which control not only her maneuvers, but the fighting of her batteries.

Passing off the superstructure deck to the forecastle, to the left is an 8-inch gun exactly like the one aft, and similarly mounted. On the rail, on either side, are the forward gun, on one side, and the main gun, on the other, which are fired directly ahead, and the after gun, on the other side, directly astern. Kacks for small arms, cutlasses, etc., are fastened against bulkheads, and every bit of brass visible is polished to the semblance of burnished gold. On the forward part of this deck is the gallery, where all the cooking is done. It is a marvel of compactness and convenience, and it needs must be to enable the food for 300 men to be cooked on it, and yet not take up room needed for the guns. The gun deck is a large, open space, and the mainmast is placed near the center of the ship, adding materially to the idea gained of the completeness of this home of the American Jack Tar.

THE GUN DECK.

On a level with the forecastle is the gun deck, on which are mounted six 6-inch guns. These are built on the same model as the 8-inch, and the forward gun on one side can be fired directly ahead, and the after gun, on the other side, directly astern. Kacks for small arms, cutlasses, etc., are fastened against bulkheads, and every bit of brass visible is polished to the semblance of burnished gold. On the forward part of this deck is the gallery, where all the cooking is done. It is a marvel of compactness and convenience, and it needs must be to enable the food for 300 men to be cooked on it, and yet not take up room needed for the guns. The gun deck is a large, open space, and the mainmast is placed near the center of the ship, adding materially to the idea gained of the completeness of this home of the American Jack Tar.

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aff, called the ward room, is lined on each side with small staterooms, each large enough to contain a narrow bunk, a dresser, washstand and chair. They are veritable little mansions, and in all of them is noticeable the handiwork of sweetest or wife, in the dainty knick-knacks with which the walls are ornamented. It is more than likely that the person who dresses the dresser is here, and enshrined in its pretty setting, it will gladden the heart of a gallant officer, when far from home, with thoughts evoked of a beautiful original.

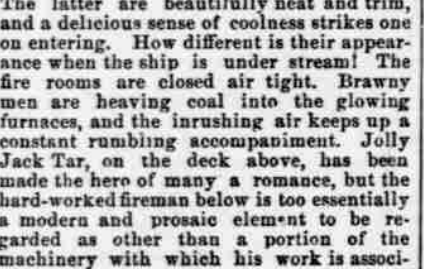
Going forward the passage is obstructed by transverse bulkheads, which divide the ship into a number of water-tight compartments, any one of which may be flooded and the ship still float. Scattered around so as to thoroughly light up this between decks space are numerous electric lamps. Near the center of the ship is the door leading into the engine room, in which the lamps are not lighted. Turning on all the lamps by a single switch, the transition is so sudden as to be startling. Every piece of metal capable of reflecting a polish is wrought up to the highest degree of brilliancy, and reflects the light so as to be fairly dazzling to the eye.

A MARVEL OF MACHINERY.

The extreme complexity strikes a person at once, and yet the engineer must be able to put his hand on the lever which will stop the highest degree of brilliancy, and reflects the light so as to be fairly dazzling to the eye.

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## OUR AUGUST GIRLS.

Affecting a Demure and Bewitching Simplicity in Dress.

THE WEAPON OF AN ARTFUL BELLE.

A Seashore Test of Dr. Brown-Sequard's Elixir of Life.

ITS EFFECT UPON A GIDDY OLD MAID.

(CORRESPONDENCE OF THE DISPATCH.)

NEW YORK, August 24.

HE "very modish August girl, have you observed how suddenly she has become an exponent of simplicity? The ultra-fashionable ones of the East now show, at the close of the season, belles remarkable for the simple styles of dress and coiffure which are the fashion of the moment. That is literally a fad of the closing season.

"Go over me again," said a young belle to her maid the other evening, "and see if there is nothing more you can take off."

"Mademoiselle, but nothing," said the French firewoman standing back, "except her simple robe."

The maid spoke truly. Mademoiselle's dress was of soft white dotted tulle, which hung in straight clinging folds about her graceful form. There was not a flounce, a flutter of lace nor a flower visible. Out of the low bodice rose the shapely neck and white throat destitute of ornament save their own.

LOVELY DIMPLES.

The rounded bare arms showed no glint of gold nor flash of jewel. In the hair drawn up in loose waves over the temples and at the nape of the neck was no ornament. She carried no bouquet, and her fan was a mere bunch of feathers. Yet, as she passed down the gallery a few minutes later, the radiance of her fresh young beauty dazzled the eyes who saw it. Even the manners of these severely simple demoiselles match their toilets. Utter and complete repose is their role. There are no jingling bracelets, no rattling smelling bottles, no entering. How different is their appearance when the ship is under steam! The fire rooms are closed air tight. Bravely men are working on the glowing furnaces, and the rushing air keeps up a constant rumbling accompaniment. Jolly Jack Tar, on the deck above, has been made a hard-worked man below is too essentially a modern and prosaic element to be regarded as other than a portion of the machinery with which his work is associated.

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